

CLASSIFICATION **S-E-C-R-E-T**  
 CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

REPORT 

CD NO.

DATE DISTR. 5 December 1955

NO. OF PAGES 3 1/2

NO. OF ENCLS. 25X1  
(LISTED BELOW)SUPPLEMENT TO  
REPORT NO.

25X1

COUNTRY USSR (Latvian SSR)

SUBJECT Riga-Spilve Airfield

PLACE  
ACQUIREDDATE OF  
INFO.

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THIS IS UNEVALUATED INFORMATION

Attached is  forwarded as received.

Comment: Correct coordinates for Riga-Spilve Airfield are  
 N 56-59, E 24-04.

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CLASSIFICATION ~~SECRET~~COUNTRY USSR ~~-2-~~ REPORTTOPIC Riga Spilve Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 24 October 1955

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REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

1. Between 13 August and 7 September 1955, the following observations were made from the harbor area east and southeast of Riga-Spilve (56 59 N / 24 09 E) airfield and during two rides along the field: 25X1

a. Runway and taxiways 25X1

A runway, about 70 meters wide, extended approximately from the northwestern edge of the field to the southeast, along the eastern edge. The southeastern end could not be observed, since the view was obstructed by a row of trees. <sup>1</sup> There was apparently another runway, 40 to 50 meters wide which extended from northeast to southwest and terminated at the first runway. The southwestern section of this lane could not be observed, because of the cement factory located south of the field. <sup>2</sup> Parallel to the latter runway, and at an unidentified distance to the north, extended a taxiway, which joined the northern end of the first runway. <sup>3</sup> 25X1

b. Buildings

Three hangars, apparently made of concrete, with flat roofs were located close to each other in the northwestern section of the field. Their gates had a height that took up to three fourths of the altitude of the structure. Over the gates was a glazed superstructure. It could not be determined if this glazed section extended around the hangar. A total of 10 to 30 aircraft were parked near the hangars. Additional twin-engine aircraft were seen in the hangars. <sup>4</sup> Three or 4 similar hangars, about 100 meters apart, were located along the middle section of the western edge of the field.

Just north of the hangars was a tower-like, four-cornered brick building, about 30 meters high, which mounted short radio masts and small sets which bore resemblance to radar sets. A four-cornered house, about 10 meters high, with a flat roof was located at the northern end of the northwestern edge of the field. The side walls were about 20 meters wide. There were 5 masts on the roof, a longer one in the middle, and one in each corner. No wires or lines were observed.

Two wooden barracks, 15 to 20 meters long, with saddle roofs,

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were located between the trees in the eastern section of the landing field. Additional buildings were seen in the southeastern section, but no details could be observed. Some small white house-like buildings, possibly revetments, were noticed east of the second runway and along this runway. No tank installations were observed. It was definitely seen that twin-engine aircraft were refueled from tank trucks or tractors towing tank trailers.

c. Air activity

During the period under review, between 2 and 6 twin-engine aircraft took off in favorable weather. The aircraft taxied to the take-off point, coming from the revetments near the 3 hangars and from the southeastern and middle sections of the field. They took off individually in succession and assembled in formations of three, while circling over the field. This procedure continued until 30 to 35 twin-engine had formed a formation. This formation headed east at an altitude of between 800 and 1,000 meters. The landings were apparently made at night, since the same air activity was repeated on the next day. The aircraft involved were low-wing monoplanes with 2 piston engines, retractable landing gear and 8 windows in the fuselage.

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On several days, a sesquiplane which was referred to as "Rakat" took off and subsequently circled over the field. It could not be determined if the aircraft always was the same on the different days. The take-offs and landings were always made to the southeast, far to the middle section of the landing field. Jet aircraft were never observed, taking off or landing at the field.

At 1900 on 5 and 6 September, and on several other days, 6 or 7 parachutists jumped from an old commercial aircraft over the landing field.

2. Between 30 August and 7 September 1955, jet aircraft with swept-back wings flew in formations of two or four at various altitudes over Riga Spilve.

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1. Comment. The location of this runway at Riga-Spilve airfield was reported previously.

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2. Comment. The lane, referred to as "second runway" is the old northern taxiway, which had been in existence before the field was enlarged to the north.

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3. Comment. The information on the new northern taxiway is correct.

4. Comment. These hangars are known from previous information.

5. Comment. Some of the other statements were mentioned previously. The airfield is occupied by at least 1 Soviet naval fighter regiment.

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